

PROJECT OVERVIEW

I-66 Corridor Planning Study

From the Natcher Parkway to
the Nunn (Cumberland) Parkway
Item No. 03-66.00



Study Purpose

The purpose of this Planning Study is to identify and evaluate alternative interstate corridors, including a “no-build” alternative, for the I-66 Corridor, between the Natcher Parkway and the Nunn (Cumberland) Parkway. The I-66 Corridor was originally defined in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) as a “high priority corridor,” and further defined within Kentucky in the 1995 National Highway System (NHS) Act. In the 1997 Southern Kentucky Corridor (I-66) Study, I-66 was deemed economically justified and financially feasible and then incorporated in the *Statewide Transportation Plan* (FY 1999-2018).

This study will identify and evaluate potential corridors to determine if they are technically feasible; to identify the social and environmental impacts; and to see if the public will support the corridors. The study is likely to result in one or more corridors being looked at in more detail in future engineering and environmental studies.

Issues

Some of the issues within the I-66 Corridor that will be looked at as a part of this study are as follows:

- Can a widened I-65 handle future traffic (even with a total of eight lanes), because of additional traffic I-66 would create?
- Accidents along I-65 often require interstate traffic to use roads through small towns in the area as an emergency detour.
- Large trucks are restricted from traveling through Mammoth Cave National Park. This keeps Edmonson County from potentially attracting business and industry into their area.
- Can the Bowling Green Outer Beltline serve as a part of I-66 or are two different roads needed?
- What are the possible impacts of a new interstate highway through the study area? Some of the issues to consider are karst geology (caves, sinkholes, springs, etc.); historic sites; national, state and local parks; and T&E species.

Statement of Project Goals

The project goals for this the proposed I-66 between the William H. Natcher Parkway and Louie B. Nunn (Cumberland) Parkway are as follows:

1. Support the completion of I-66 across southern Kentucky to carry out the legislative intent of ISTEA, the 1995 NHS Act, and the Transportation Equity Act for the 21st Century (TEA21).
2. Provide an improved, efficient Interstate facility between the Natcher Parkway and the Nunn Parkway to allow for system continuity of I-66 from West Virginia to Missouri.
3. Improve accessibility throughout southern Kentucky to jobs, industry, urban centers, educational facilities, tourism and recreational facilities, with emphasis given to the KY portions of the Appalachia and Lower Mississippi Delta regions.
4. Improve interstate movement of people and freight by ensuring a safe transportation system that is accessible, integrated and efficient and off flexibility of transportation choices across southern Kentucky.

To the maximum extent possible, there are other local and regional objectives that will be considered. Some of these local and regional objectives include:

- Using this road as a portion of a Bowling Green Outer Beltline.
- Helping other major roads in Warren County handle increased traffic by diverting traffic to an interstate.
- Improving travel safety.
- Reducing travel time and user costs.
- Providing better access to Edmonson County to discourage large trucks from going through Mammoth Cave National Park.
- Providing other ways to get to Mammoth Cave National Park.

Final I-66 Corridors

The Level 1 Screening of Preliminary Corridors has resulted in a set of seven (7) Final Corridors for I-66, in addition to the No Build Alternative. The attached map shows these Final Corridors.

Contacts

Address written comments to:

Annette Coffey, P.E., Director
KYTC Division of Planning
125 Holmes Street
Frankfort, KY 40622

Or you may contact by phone or email:

Daryl Greer, P.E.
KYTC Div. of Planning
(502) 564-7183

Jeff Moore
KYTC District 3 Planning
(502) 746-7898
daryl.greer@mail.state.ky.us
jeff.moore@mail.state.ky.us

For More Information

KYTC Division of Planning Website:
<http://www.kytc.state.ky.us/planning/index.shtm>



PROJECT OVERVIEW

Bowling Green Outer Beltline Planning Study Item No. 03-103.00



Study Purpose

The purpose of this Planning Study is to identify and evaluate alternative freeway corridors, including the “no-build” alternative, for the Bowling Green Outer Beltline. Aspects of the Bowling Green Outer Beltline first appeared in the *1972 Bowling Green Transportation Plan*, were carried forward into the *1983 Bowling Green Transportation Plan*, and then further defined in the *1990 Comprehensive Plan for Warren County* and again in the *2000 Bowling Green Urban Transportation Study*.

This study will identify and evaluate potential corridors to determine if they are technically feasible; to identify the social and environmental impacts; and to see if the public will support the corridors. The study is likely to result in one or more corridors being looked at in more detail in future engineering and environmental studies.

Issues

Some of the issues within the Bowling Green Outer Beltline that will be looked at as a part of this study are as follows:

- Is it consistent with the previous regional plans? The *1972 Bowling Green Transportation Plan* proposed a Northern Connector from US 31W at KY 446 to the Natcher Parkway near KY 2665. The *1990 Comprehensive Plan* extended the “outer loop” concept to include an eastern section from I-65/Natcher Parkway to I-65 east of KY 446 and to move further north to join the Natcher Parkway near Westbrook Creek. In the *2000 Bowling Green Urban Transportation Study*, the “outer loop” was moved east to the I-65/Sunnyside-Gotts Road overpass and north to the Natcher Parkway/KY 626 bridge at Hadley.

- Extension of Natcher Parkway from I-65 to US 231 (Scottsville Road) is scheduled to begin construction in 2005, but an extension towards the east may be difficult due to proposed development southeast of Bowling Green.
- Will the Outer Beltline help address congestion on I-65 east of Bowling Green, US 31W north of Bowling Green and other major arterials.
- Can the Bowling Green Outer Beltline serve as a part of I-66 or are two different roads needed?

Statement of Project Goals

The project goals for the Bowling Green Outer Beltline are as follows:

1. Accommodate the transportation needs of the Bowling Green urban area by completing an Outer Beltline – an access controlled freeway with interchanges that is consistent with the *2000 Bowling Green Urban Transportation Study*.
2. Reduce current and future traffic congestion on the highways and streets in Warren County by diverting traffic to a new freeway facility.
3. Strengthen the regional highway system by improving the connections between major highways and streets in the region.
4. Provide better access to major employment centers, regional commercial centers, major education and health facilities, and regional recreation facilities in Warren County.

Final Outer Beltline Corridors

The Level 1 Screening of Preliminary Corridors has resulted in a set of four (4) Final Corridors for the Bowling Green Outer Beltline, in addition to the No

Build Alternative. The attached map shows these Final Corridors.

Contacts

Address written comments to:

Annette Coffey, P.E., Director
KYTC Division of Planning
125 Holmes Street
Frankfort, KY 40622

Or you may contact by phone:

Daryl Greer, P.E
KYTC Division of Planning
(502) 564-7183

daryl.greer@mail.state.ky.us

Jeff Moore
KYTC District 3 Planning
(502) 746-7898
jeff.moore@mail.state.ky.us

For More Information

KYTC Division of Planning Website:
<http://www.kytc.state.ky.us/planning/index.shtm>

**MAPS OF PROJECT STUDY AREA WITH
FINAL I-66 and OUTER BELTLINE CORRIDORS**